



# SAFE SYSTEMS

Chain of Responsibility in  
Tasmanian Transport Chains

## SUMMARY OF RISK TYPES AND SUGGESTED CONTROLS FOR PARTIES IN THE TRANSPORT INDUSTRY CHAIN OF RESPONSIBILITY

Summary based on the Transport Industry Master Code V1.0,  
a registered industry code of practice under section 706 of the  
Heavy Vehicle National Law



A resource developed through the Safe Systems: CoR in Tasmanian Transport Chains project conducted by the Tasmanian Transport Association, funded by the National Heavy Vehicle Regulator's Heavy Vehicle Safety Initiative Program, with the support of the Federal Government, to raise awareness of and acceptance for CoR provisions under the Heavy Vehicle National Law.

#### **Disclaimer**

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**The Chain of Responsibility is a concept used in the Heavy Vehicle National Law (HVNL) to place legal obligations on particular parties in the supply chain of a heavy vehicle – not just the operator of the vehicle or the driver of the vehicle.**

**The philosophy of the Chain of Responsibility laws mean that any party in the chain who has the capacity to influence and control the transport activity is responsible for the safety of transport activities (Section 26B of the HVNL).**

**The level and nature of the party’s responsibility for a transport activity depends on the capacity to control, eliminate or minimise the risk (section s6A of the HVNL).**

*Master Code – a registered industry code of practice under section 706 of the Heavy Vehicle National law – page 7*



The Master Code was developed to assist each party in the Chain of Responsibility, and their executives, to ensure the safety of transport activities and to comply with relevant provisions of the Heavy Vehicle National Law. You can download a free copy of the Master Code from the National Heavy Vehicle Regulator website at this link: <https://www.nhvr.gov.au/files/ricp-master-code.pdf>

This resource was developed support transport operators to develop engagement strategies with parties in the Chain of Responsibility, by providing background information about the CoR, risk types and suggested controls summarised from the Master Code.

- ▶ Use the checklist on page 4 to work out what role or roles you have under the Transport Industry Chain of Responsibility
- ▶ Go to the section that relates to each CoR role, to see risk types and suggested controls – summarised from the Master Code
- ▶ Find more detailed information about risk types and suggested controls in the Master Code

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## What role/s do you play in the Transport Industry Chain of Responsibility?

All parties that have control or influence over the transport task are responsible for complying with the Heavy Vehicle National Law (HVNL).

A person may be a party in the supply chain in more than one way and legal liability can apply to their actions, inactions and demands. This checklist will help you identify what role or roles you may play in the transport operation.

If you select **YES** in **ANY** of the following checkboxes for a specific role/s, you are a party in the transport chain under the HVNL.

Are you an **Employer**?

- |   |  |                          |
|---|--|--------------------------|
| 1 | You employ someone to drive a heavy vehicle (including casual, permanent, part time, contract driving and labour hire) | <input type="checkbox"/> |
|---|--|--------------------------|

Are you a **Prime Contractor**?

- |   |   |                          |
|---|---|--------------------------|
| 1 | You engage driver/s to drive a heavy vehicle under a contract for service | <input type="checkbox"/> |
|---|---|--------------------------|

Are you an **Operator**?

- |   |  |                          |
|---|--|--------------------------|
| 1 | You control or direct the use of a heavy vehicle | <input type="checkbox"/> |
|---|--|--------------------------|

Are you an **Executive Officer**?

- |   |  |                          |
|---|--|--------------------------|
| 1 | You are the Director of the corporation  | <input type="checkbox"/> |
| 2 | You are a person who is concerned or takes part in the management of the corporation | <input type="checkbox"/> |

Are you a **Scheduler**?

- |   |   |                          |
|---|---|--------------------------|
| 1 | You schedule the transport of goods or passengers <b>OR</b> | <input type="checkbox"/> |
| 2 | You schedule the work/rest times of a heavy vehicle driver  | <input type="checkbox"/> |

Are you a **Packer**?

- |    |  |                          |
|----|--|--------------------------|
| 1  | You pack goods <b>AND</b>  | <input type="checkbox"/> |
| a) | You put goods into packaging   |                          |
| b) | You assemble goods in an outer packaging (eg mixed products bundled on a pallet) | <input type="checkbox"/> |
| c) | You supervise, manage or control packaging                                       | <input type="checkbox"/> |

Are you a **Consignor**?

- |   |   |                          |
|---|---|--------------------------|
| 1 | You have agreed to and have been named as a consignor in the documentation for the road transport of the goods  | <input type="checkbox"/> |
| 2 | You request an operator of the heavy transport vehicle (directly, indirectly or through their representative) to transport the goods by road  | <input type="checkbox"/> |
| 3 | You load a vehicle with the goods (and the goods are in your possession or control) immediately before the operator transports them   | <input type="checkbox"/> |
| 4 | You load a vehicle with the goods for road transport at an unattended storage / collection location. The goods are stored, or temporarily held waiting for collection.<br><i>Note: this storage/collection location would be unattended, other than by the vehicle's driver or someone else necessary for the normal use of the vehicle, during loading</i> | <input type="checkbox"/> |
| 5 | The goods are imported into Australia and you are the importer  | <input type="checkbox"/> |

Are you a **Consignee**?

- |   |   |                          |
|---|---|--------------------------|
| 1 | You have agreed to and been named as a consignee in the documentation for the road transport of the goods <b>OR</b>   | <input type="checkbox"/> |
| 2 | You receive the goods after road transport (but not merely the unloader)<br><i>Note: in some circumstances this also applies when acting through an agent or intermediary</i> | <input type="checkbox"/> |

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Disclaimer: This fact sheet is only a guide and should not be relied upon as legal advice.

Are you a **Loading Manager**?

- |    |  |                          |
|----|--|--------------------------|
| 1  | An average of five heavy vehicles are loaded or unloaded at the premises each day the premises are operated for loading / unloading heavy vehicles<br><b>AND</b> you do the following tasks: | <input type="checkbox"/> |
| 2  | Goods are loaded or unloaded onto or from a heavy vehicle <b>AND</b>   | <input type="checkbox"/> |
| 3a | You are responsible for the operation of the regular loading or unloading premises <b>OR</b>   | <input type="checkbox"/> |
| 3b | You have been assigned by the manager or the person responsible for supervising, managing or controlling activities carried out by the loader  | <input type="checkbox"/> |

Are you a **Loader and Unloader**?

- |   |  |                          |
|---|--|--------------------------|
| 1 | You load or unload goods in or from a heavy vehicle  | <input type="checkbox"/> |
| 2 | You load or unload the vehicle or any container that is in or part of the vehicle                        | <input type="checkbox"/> |
| 3 | You load or unload the vehicle with a freight container (whether or not it contains goods for transport) | <input type="checkbox"/> |

What is a heavy vehicle load?

- ▶ All the goods, passengers, drivers and other persons in the vehicle
- ▶ All fuel, water, lubricants and readily removable equipment carried in the vehicle and required for its normal use
- ▶ Personal items used by the vehicle's driver or someone else necessary for the normal use of the vehicle
- ▶ Anything that is normally removed from the vehicle when not in use

## Employer and Prime Contractor – Risk Types and Suggested Controls

Employer – in general terms, a person who employs a driver of a heavy vehicle.

Prime Contractor – in general terms, a person responsible for engaging a driver of a heavy vehicle by contract.

GENERAL	SPEED	FATIGUE	MASS, DIMENSION, LOADING	VEHICLE STANDARDS
<p>Before you engage a driver or subcontractor find out whether they have a safe driving record or a reputation for running a safe and compliant business</p> <p>Refuse to enter a contract that you consider has a risk of causing:</p> <ul style="list-style-type: none"> <li>▶ a driver to speed</li> <li>▶ a driver to drive while fatigued or to breach their work and rest hours</li> <li>▶ the operator or driver to breach mass, dimension and loading limits</li> <li>▶ the driver to use an unsafe heavy vehicle</li> </ul> <p>Make sure your requests of, and any contractual arrangements do not reward or encourage:</p> <ul style="list-style-type: none"> <li>▶ a driver to speed (speed)</li> <li>▶ a driver to drive while impaired by fatigue or in breach of their work and rest hours (fatigue)</li> <li>▶ a driver to breach mass, dimension and loading requirements</li> <li>▶ a driver to use an unsafe heavy vehicle</li> </ul> <p>Make sure you have a review process in place to check a driver or subcontractor is performing the activity according to your employment or contractual arrangements and that those arrangements are effective in managing the risk of:</p> <ul style="list-style-type: none"> <li>▶ speeding</li> <li>▶ fatigue</li> <li>▶ mass, dimension and loading</li> <li>▶ vehicle standards</li> </ul> <p>Have regular catch-ups with other CoR parties to discuss and manage any issues</p>	<p>Confirm that drivers are licenced for the class of heavy vehicle or combination they are operating</p> <p>Make sure that drivers agree to adhere to Australian Road Rules in the state/s and/or territory of operation</p> <p>Ask that you be notified of infringement of road rules by drivers or subcontractors and any compliance and enforcement action taken</p>	<p>Assist drivers to self-manage fatigue</p> <p>Empower drivers to act if impaired by fatigue</p> <p><b>If you become aware the driver is impaired by fatigue, stop the driver immediately and arrange for the driver to have a rest break</b></p> <p>Keep accurate records and monitor driver work and rest times (in real time if possible) and review regularly for effectiveness and accuracy</p> <p>Make sure drivers have regular medical checks at prescribed intervals, including drug and alcohol testing, and are provided with education, advice and resources to manage their personal health and wellbeing, both physical and mental</p> <p>Regularly check and verify drivers are fit to drive, both physically and mentally, and not affected by drugs or alcohol (or both)</p>	<p>See “General”</p>	<p>See “General”</p>

## Operator – Risk Types and Suggested Controls

In general terms, a person responsible for controlling or directing the use of a heavy vehicle

GENERAL	SPEED	FATIGUE
<p>Refuse to enter a contract that you consider has a risk of causing:</p> <ul style="list-style-type: none"> <li>▶ a driver to speed (speed)</li> <li>▶ a driver to drive while fatigued or to breach their work and rest hours (fatigue)</li> <li>▶ a driver to breach mass, dimension and loading requirements</li> <li>▶ a driver to use an unsafe heavy vehicle</li> </ul> <p>Initiate alerts and take remedial action when you identify consignment arrangements with the potential to cause:</p> <ul style="list-style-type: none"> <li>▶ a driver to speed</li> <li>▶ a driver to drive while impaired by fatigue or breach their work and rest hours</li> <li>▶ a driver to breach mass, dimension and loading requirements</li> <li>▶ a driver to operate an unsafe or defective heavy vehicle</li> </ul> <p>Have regular catch-ups with other CoR parties to discuss and manage any issues, to demonstrate how you perform the task safely</p>	<p>Confirm that drivers are licenced for the class of heavy vehicle or combination they are operating</p> <p>Make sure that drivers agree to adhere to Australian Road Rules in the state/s and/or territory of operation</p> <p>Monitor and regularly review driver speeds (if possible in real time and at any sign-posted speed limit, including 'low speed zones', with automatic notifications of breaches)</p> <p>Record incidents of vehicles exceeding speed limits and act to address any speeding breaches</p> <p>Measure the accuracy of speed data and implement remedial actions when inaccuracies are detected</p> <p>Check and confirm that heavy vehicles are fitted with fit-for-purpose, maintained, calibrated speed limiters and that these have not been adjusted or tampered with (refer sections 60 and 93 of the HVNL)</p> <p>Provide driver education</p>	<p>Monitor driver fatigue levels (in real time if possible) and review regularly for effectiveness and accuracy</p> <p>If you become aware the driver is impaired by fatigue, stop the driver immediately and arrange for the driver to have a rest break</p> <p>Keep accurate records and monitor driver work and rest times (in real time if possible) and review regularly for effectiveness and accuracy</p> <p>Support drivers to self-manage fatigue and other persons to aid the welfare of drivers</p> <p>Empower drivers to act if impaired by fatigue</p> <p>Assess the fatigue of the driver, before, during and after driving duties</p> <p>Manage environmental factors such as temperature, fumes, vibration and noise that are known to speed up the onset of driver fatigue</p> <p>Regularly check and verify drivers are fit to drive, both physically and mentally, and not affected by drugs or alcohol or both</p> <p>Provide a comfortable sleeper berth</p> <p>Use innovative in-vehicle technologies where practical and based on risk to assist with crash avoidance in the event of a driver being fatigued</p>

Operator Risk Types and Suggested Controls continued over page

## Operator – Risk Types and Suggested Controls continued

In general terms, a person responsible for controlling or directing the use of a heavy vehicle

MASS, DIMENSION, LOADING		VEHICLE STANDARDS
<p>Identify the mass, dimension and loading requirements (such as tare, gross and axle weights, widths and lengths) that apply to each vehicle or combination and communicate these with relevant CoR parties</p> <p>Provide drivers with accurate load weights and dimensions before or at the point of loading (refer sections 186 and 187 of the HVNL)</p> <p>Make sure appropriate dunnage and stillage is used for the task and that any packaging materials, pallet, stillage or dunnage is in good condition</p> <p>Measure dimensions of loaded vehicles and compare to applicable requirements</p> <p>Measure load weights and monitor compliance with gross and axle/axle group mass limits, container maximum limit (for containerised goods)</p> <p>Compare estimated weights with any confirmed weights where possible and take any variations into consideration when adjusting future loading arrangements</p> <p>Verify accuracy of positioning and distribution of the load, including its stability, in accordance with loading instructions and adjust as required</p> <p>Communicate load positioning to drivers, consignors and loaders</p> <p>Verify the transport of dangerous goods is undertaken per the requirements of the Australian Dangerous Goods Code (refer separate legislation)</p> <p>Verify loads are placed, secured and restrained in compliance with a loading requirement applying to the vehicle</p>	<p>Develop load restraint systems for common loads and provide to responsible parties for implementation (such as loading managers)</p> <p>For non-specific or specialised load types (for example, large, heavy or awkwardly shaped items or prefabricated components that are difficult to load and restrain) have a certified engineer design and select the load restraint system used, or as applicable refer to certified load restraint systems provided by other CoR parties</p> <p>If required, have an appropriately skilled, experienced and qualified person (for example, a certified engineer) certify the load restraint system used meets the loading performance standards</p> <p>Confirm equipment used to restrain a load is load rated equipment, including rated vehicle structures</p> <p>Confirm equipment used in the loading process, including mass management (e.g. scales and weighbridges) and load restraint (e.g. lashings), is fit for purpose, regularly inspected and maintained, or calibrated as required</p> <p>Maintain mass, dimension and loading requirements during pick-up and delivery of part loads and in transit such as compliance with axle weights, vehicle and load stability, and proper restraint</p> <p>Split multi combinations or road trains to not exceed mass and dimensions limits</p> <p>Manage the refuelling of the vehicle as this can cause steer axle overloading</p> <p>Monitor mass, dimension and loading requirements and review regularly</p>	<p>Consider technological solutions to improve heavy vehicle safety when purchasing heavy vehicles and components</p> <p>Confirm heavy vehicles and combinations are registered and meet the heavy vehicle standards applying to the vehicle and its components</p> <p>Inspect and record, correct and review the effectiveness of any findings from inspections of heavy vehicles</p> <p>Confirm the vehicle is fit for use and identify a vehicle that is unsafe before operation</p> <p>Record and report any unsafe vehicles, faults or defects before, during or after operation (as soon as possible)</p> <p>Report and prioritise, repair and review the effectiveness of any faults reported</p> <p>Assess faults for severity, track their correction or monitor until rectified</p> <p>Implement a preventative (or periodic) maintenance program including regular servicing of vehicles, components and equipment</p> <p>Obtain any defect notices issued for a vehicle, repair the vehicle, and keep records of defects and repairs</p> <p>Identify and prevent from being used by a driver any non-compliant or faulty vehicle that does not comply with heavy vehicle standards</p> <p>Encourage or incentivise other parties to observe, record and report vehicle faults to you</p>

## Scheduler – Risk Types and Suggested Controls

In general terms, a person who plans the transport of goods or schedules the work and rest times of a driver

GENERAL	SPEED	FATIGUE	MASS, DIMENSION, LOADING	VEHICLE STANDARDS
<p>Plan trip schedules (schedules of the transport of any goods or passengers by the vehicle) with appropriate timeframes so drivers are not directly pressured, or feel indirectly pressured, to:</p> <ul style="list-style-type: none"> <li>▶ speed</li> <li>▶ drive when fatigued or breach their work and rest hours</li> </ul> <p>Adjust and/or manage changes to schedules, including delays, so drivers are not directly pressured, or feel indirectly pressured, to:</p> <ul style="list-style-type: none"> <li>▶ exceed the speed limit</li> <li>▶ to drive whilst fatigued or breach their work and rest hours</li> </ul>	<p>Regularly review business practices, including scheduling arrangements, in consultation with drivers and other impacted parties in the supply chain</p>	<p>Schedule journeys so that drivers can stop and rest at places where there are rest facilities and amenities, or where there is not excessive noise</p> <p>Plan driver's rosters (schedules of the driver's work and rest times) with appropriate timeframes so drivers are not directly pressured, or feel indirectly pressured, to drive whilst fatigued or breach their work and rest hours</p> <p>Consult with drivers, and CoR parties as relevant to the scheduling of journeys, about pick-up and delivery times. Make sure rostering of drivers considers contingencies and allows changes (including delays) to be managed</p> <p>Design specific tasks to use multiple drivers or allow added recovery and adjust activities based on historical data</p> <p>If you become aware the driver is impaired by fatigue, stop the driver immediately and arrange for the driver to have a rest break</p>	<p>Schedule vehicles or combinations that have the capability, capacity and equipment to match the mass, dimension and loading requirements for the particular load and journey, including mass management accreditation schemes, mass and dimension permits, access permits or dangerous goods requirements—the right truck with the right equipment for the right load</p> <p>Make sure route (journey) plans take into consideration mass and dimension requirements to ensure the route/ infrastructure is suitable for the load and complies with any route permits or conditions as applicable</p> <p>Check route permits and conditions will be met prior to a journey commencing and notify relevant supply chain parties</p>	<p>Make sure that schedules allow for timetabling of periodic maintenance</p> <p>Record and report any observations or notifications of unsafe or defective vehicles to the operator</p> <p>Verify action has been taken by the relevant party to repair or replace an unsafe or defective vehicle prior to scheduling for use</p>

## Consignor and Consignee – Risk Types and Suggested Controls

Consignor – in general terms, the named sender of goods by road transport. Consignee – in general terms, the named receiver of goods after their completion of road transport

GENERAL	SPEED	FATIGUE	MASS, DIMENSION, LOADING	VEHICLE STANDARDS
<p>Before you engage a third party (e.g. prime contractor or operator), find out whether they have a reputation for running a safe and compliant business</p> <p>Make sure your requests and any contractual arrangements with the third party do not reward or encourage:</p> <ul style="list-style-type: none"> <li>▶ a driver to speed</li> <li>▶ a driver to drive while impaired by fatigue or breach their work and rest hours</li> <li>▶ the operator or driver to breach mass, dimension and loading requirements</li> <li>▶ the operator or driver to use an unsafe heavy vehicle</li> </ul> <p>Initiate alerts when consignment arrangements are identified with the potential to cause:</p> <ul style="list-style-type: none"> <li>▶ a driver to speed</li> <li>▶ a driver to drive while impaired by fatigue or breach their work and rest hours</li> <li>▶ the operator or driver to breach mass, dimension and loading requirements</li> <li>▶ a driver to operate an unsafe or defective heavy vehicle</li> </ul> <p>Plan deliveries with appropriate time for the required route so drivers are not directly pressured, or feel indirectly pressured, to:</p> <ul style="list-style-type: none"> <li>▶ exceed the speed limit</li> <li>▶ drive whilst fatigued or breach their work and rest hours</li> </ul> <p>Make sure you have a review process in place to check the third party is performing the activity according to your contractual arrangements and that those arrangements are effective in managing the risk of:</p> <ul style="list-style-type: none"> <li>▶ Speeding</li> <li>▶ Fatigue</li> <li>▶ Mass, dimension and loading</li> <li>▶ Vehicle Standards</li> </ul> <p>Have regular catch-ups with other CoR parties to discuss and manage any issues</p>	<p>Regularly review your business practices, including consignment arrangements and delivery times, and adjust if required</p>	<p>Prefer loading and distribution centres that provide access to rest facilities for drivers</p> <p>If you become aware the driver is impaired by fatigue, stop the driver immediately and notify the driver's employer or scheduler, or the operator of the vehicle</p>	<p>Provide operators and drivers with accurate load weights and dimensions prior to or at the point of loading (refer sections 186 and 187 of the HVNL)</p> <p>Verify the transport of dangerous goods is undertaken per the requirements of the Australian Dangerous Goods Code (refer separate legislation)</p> <p>Develop load restraint systems for common loads and provide to responsible parties for implementation (such as operators and loading managers)</p> <p>If required, have an appropriately skilled, experienced and qualified person (for example, a certified engineer) certify the load restraint system used meets the loading performance standards</p> <p>For specialised or complex load types (such as large, heavy or awkwardly shaped items or prefabricated components that are difficult to load and restrain) have a certified engineer design and select the load restraint system used</p>	<p>See "General"</p>

## Packer – Risk Types and Suggested Controls

In general terms, a person engaged in the process of packaging goods for a heavy vehicle load

GENERAL	SPEED	FATIGUE	MASS, DIMENSION, LOADING	VEHICLE STANDARDS
Regularly review your business practices including packing times and delays in consultation with drivers and other impacted CoR parties	Adhere to packing times and scheduled pick-up times to minimise delays for drivers. If delays occur, advise operators and drivers in advance and take steps so drivers are not directly pressured, or feel indirectly pressured, to speed	<p>Train packers, who may be able to identify the fatigue of the driver, with awareness of the signs of fatigue</p> <p>If you become aware the driver is impaired by fatigue, stop the driver immediately and notify the driver's employer or scheduler, or the operator of the vehicle</p> <p>Monitor adherence to delivery windows, truck turnaround times and delays and take remedial action as required</p> <p>Review loading/unloading arrangements and packing practices that may lead to delays in loading on a regular basis involving relevant parties in the supply chain</p>	<p>Provide loading managers, operators and drivers with accurate packaged goods/load weights and dimensions prior to or at the point of loading (refer sections 186 and 187 of the HVNL)</p> <p>Communicate the way goods are packed in the load and details of load positioning to operators, drivers and other relevant parties in the supply chain, to maintain load stability and integrity</p> <p>Verify packaged goods, unitising and containment systems can support the weight of the load, meet the loading performance standards and are robust enough to withstand handling, for example, by forklifts</p> <p>If required, have an appropriately skilled, experienced and qualified person (for example, a certified engineer) certify the packaging strength rating used in load restraint calculations</p> <p>Verify and monitor packaged goods meet mass, dimension and loading requirements (per above suggested controls)</p>	<p>Engage with the operator and other parties in the Chain of Responsibility to report on any unsafe or defective vehicles</p> <p>Verify action was taken by the relevant party to repair or replace an unsafe or defective vehicle prior to use</p>

## Loading Manager, Loader and Unloader – Risk Types and Suggested Controls

Loading Manager – in general terms, a person who supervises loading or unloading or manages the premises where this occurs. Loader / Unloader – in general terms, a person engaged in the process of loading or unloading a heavy vehicle

GENERAL	SPEED	FATIGUE
<p>Regularly review your business practices in consultation with drivers and other impacted CoR parties, including consignment arrangements, delivery times, time spent on site, loading and unloading times and delays</p>	<p>Adhere to scheduled pick-up and delivery windows and minimise delays for drivers. If delays occur, take steps to advise operators and drivers in advance</p> <p>Allow flexibility in pick-up and delivery times where there are changes to the schedule, so drivers are not directly pressured, or feel indirectly pressured, to speed</p> <p>Report the early or late arrival of a load as this can be a potential indicator of speed</p> <p>Provide access to rest facilities in the event of loading or unloading delays to assist drivers manage their work and rest hours and fatigue levels</p> <p>Monitor adherence to delivery windows, truck turnaround times and delays and take remedial action as required</p>	<p>Train key personnel, including but not limited to, loading managers, loaders and unloaders, who may be able to assess the fatigue of the driver, with awareness of the signs of fatigue</p> <p>If you become aware the driver is impaired by fatigue, stop the driver immediately and notify the driver's employer or scheduler, or the operator of the vehicle</p> <p>Assess the fatigue and general welfare of the driver, before, during and after loading or unloading</p> <p>Consult with loaders or unloaders and other CoR parties about planning loading and unloading times, including potential delays</p> <p>Accommodate and communicate delays in the transport task including adjusting or reprioritising loading or unloading times as required</p> <p>Review loading/unloading arrangements and practices that may cause delays on a regular basis involving all relevant CoR parties</p>

Loading Manager, Loader and Unloader Risk Types and Suggested Controls continued over page

## Loading Manager, Loader and Unloader – Risk Types and Suggested Controls continued

MASS, DIMENSION, LOADING	VEHICLE STANDARDS
<p>Provide drivers with accurate load weights and dimensions at the point of loading (refer sections 186 and 187 of the HVNL)</p> <p>Verify the appropriate vehicle with the capability, capacity and equipment to match the mass, dimension and loading requirements is provided</p> <p>Measure load weights and monitor compliance with gross and axle/axle group mass limits, container maximum limit (for containerised goods)</p> <p>Compare estimated weights with any confirmed weights where possible and take any variations into consideration when adjusting future loading arrangements</p> <p>Identify requirements applicable to the load or the vehicle prior to the journey and make sure loads are suitably prepared to comply with requirements, manage risk and maintain a safe road environment</p> <p>Communicate load preparation requirements and positioning details to operators, drivers and loaders</p> <p>Verify the accuracy of positioning and distribution of the load, including its stability, in accordance with loading instructions</p> <p>Adjust load positioning and distribution upon request by other</p> <p>Verify the transport of dangerous goods is undertaken per the requirements of the Australian Dangerous Goods Code (refer separate legislation)</p>	<p>Verify loads are placed, secured or restrained in compliance with a loading requirement applying to the vehicle</p> <p>Calculate load restraint requirements for every load prior to loading and provide outcomes to responsible party's for implementation (such as operators and loaders)</p> <p>Develop load restraint systems for common loads and provide to responsible parties for implementation (such as operators and loaders)</p> <p>For non-specific or specialised load types (for example, large, heavy or awkwardly shaped items or prefabricated components that are difficult to load and restrain) have a certified engineer design and select the load restraint system used, or as applicable refer to certified load restraint systems provided by other supply chain parties</p> <p>If required, have an appropriately skilled, experienced and qualified person (for example, a certified engineer) certify the load restraint system used meets the loading performance standards</p> <p>Confirm equipment used to restrain a load is load rated equipment, including rated vehicle structures</p> <p>Monitor adherence to mass, dimension and loading requirements and take remedial action as required</p> <p>Review loading arrangements and practices to confirm methods are appropriate and effective</p> <p>Maintain mass, dimension and loading requirements during pick-up and delivery of part loads such as compliance with axle weights and proper restraint</p>